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## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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nine-page report on Polish highways and railroads

ARMY review completed.

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## INFORMATION REPORT INFORMATION REPORT

Enclosure A

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**MISCELLANEOUS POLISH HIGHWAY AND RAILROAD DATA**

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Summary: [redacted] data on the construction and condition of miscellaneous Polish highways and railroad lines. Highways described include the WARSAW-LODZ, LODZ-WROCLAW (BRESLAU) and JELENIA GORA-BOGATYNIA routes; these or portions of them are sketched [redacted] in Annexes A through D.

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[redacted]  
[redacted] a special Soviet train making scheduled runs on the WROCLAW-TERESPOL line.

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## MISCELLANEOUS POLISH HIGHWAY AND RAILROAD DATA

1. Highways

## a. Maps

[redacted] since 1952 or 1953, it had been possible to obtain road maps of Poland giving road surfaces, conditions, approximate widths, and classes of roads (first, second, or third) at ordinary bookstores. [redacted] obtained such a map at a bookstore in WARSAW. These maps were published by the Pelski Związek Meterowy (Polish Meter Union) and were available without restriction to everyone.

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## b. Existing Highways [redacted]

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## (1) WARSAW-ŁODZ (see Annex A)

[redacted] considered as first-class), was about 10 to 12 m wide and was partly of stone-brick and partly of asphalt surfacing. The countryside was generally flat, and [redacted] no steep grades or sharp turns in the road.

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## (2) ŁODZ-WROCŁAW (see Annexes B and C)

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[redacted] The highway from ŁODZ to PABIANICE was in good condition, had an asphalt surface, had no holes and was approximately 10 to 12 m wide. A two-track electric trolley line ran adjacent to the road on the northwest side. The section from PABIANICE to SIERADZ was an excellent road which had been constructed in about 1934 and which had since held up very well. [redacted]

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[redacted] Polish roads were constructed to last longer and with less upkeep than German roads, as evidenced by the poor condition of roads in new Poland (the former German territories); such Polish constructed roads as this PABIANICE-SIERADZ route had held up in spite of the heavy use and neglect of the WW II years. (Both the Soviet and German armies ran heavy tanks over this road without apparent damage to it.) This section was a concrete road about 10 to 12 m wide. The highway from SIERADZ to WROCŁAW was about 10 m wide, was of asphalt and stone-brick surfacing and was in fair condition. From SIERADZ to about KEPNO there were dirt shoulders about one meter wide on both sides of the road. The entire road from ŁODZ to WROCŁAW was generally in flat terrain, and [redacted] no steep grades or sharp turns.

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## (3) JELENIA GORA-ZGORZELEC-BOGATYNIA (see Annex D)

[redacted] The section from JELENIA GORA to ZGORZELEC was a good road 10 to 12 m wide with asphalt and stone-brick surfaces. The road was winding with some medium grades, particularly near JELENIA GORA. A few kilometers east of ZGORZELEC there was a border guard check point, at which all vehicles were stopped and

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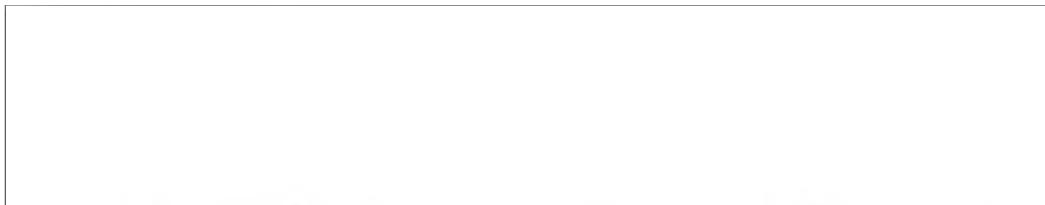
passengers' documents were checked for authorization to enter the border area. The section from ZGORZELEC to BOGATYNIA was little-traveled and in poor condition. The initial 10 to 20 km was in fair condition and was about 10 m wide, with asphalt or stone-brick surfacing. The remainder of the road to BOGATYNIA was narrower (about eight meters), had many holes and was in very poor condition. Very narrow sections existed in several of the small villages.



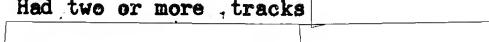
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2. Railroads

## a. Routes

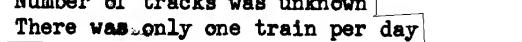


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WARSAW-LOWICZ-ZGIERZ-LODZ. - - - - Had two or more tracks 

WARSAW-SKIERNIEWICE-KOLUSZKI-LODZ.- Had at least two tracks.

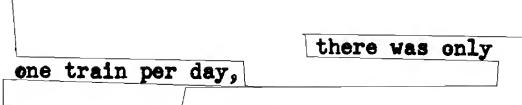
LODZ-WROCŁAW. - - - - - Had at least two tracks.

WROCŁAW-DZIERZONIOW. - - - - - Number of tracks was unknown   
There was only one train per day 

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WROCŁAW-JELENIA GORA. - - - - - Had at least two tracks. 

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there was only  
one train per day, WARSAW-RADOM-KRAKOW. - - - - - Had at least two tracks throughout. 

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KRAKOW-ZAKOPANE. - - - - - Number of tracks was unknown 

WARSAW-SKIERNIEWICE-KOLUSZKI-PIOTRKOW

TRYB-RADOMSKO-CZESTOCHOWA-KATOWICE,- Had at least two tracks throughout.

WARSAW-NASIELSK-GDANSK. - - - - - Had at least two tracks throughout. 

GDANSK-GDYNIA-PUCK-WIK-WIES-

JASTARNIA. - - - - - Number of tracks was unknown 

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WROCŁAW-ZIELONA GORA. - - - - - Had at least two tracks throughout.

WARSAW-MALKINA-LAPY-BIAŁYSTOK. - - - Had at least two tracks throughout.

GDANSK-KOSZALIN. - - - - - Had at least two tracks throughout.

WARSAW-KUTNO-KONIN-POZNAN. - - - Had at least two tracks throughout.

Poland were of standard Western gauge. [redacted] all railroads in

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[redacted] transloading of coal took place at the Polish-Soviet border at TERESPOL. Polish trains would be run onto a track which was sufficiently elevated to permit dumping the coal into Soviet coal cars located on an adjacent lower track of wider gauge.

b. Lines Under Construction

(1) Possible Special Line for Soviet Trains

[redacted] saw the construction of a concrete overpass approximately five kilometers east of SKIERNIEWICE. The overpass intersected the LODZ-WARSAW line at an angle running due east.

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[redacted] the overpass was for a special route for Soviet trains from the Soviet Union to East BERLIN which would bypass WARSAW to the south.

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(2) In WARSAW

The portion of the railroad from the intersection of Al. Morskiego and Al. Jerozolimski was underground.

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c. Soviet Special Train

[redacted] the Soviets ran a special passenger train each day from LEGNICA (commonly known as the place of location of "many Soviet troops") through WROCŁAW-POZNAN-WARSAW-TERESPOL and possibly further. [redacted] Poles were not permitted to travel on this train except in two cars which were attached to the end of the train. This was a sore point because people often complained that when they were travelling on this train, the two cars for Poles were very crowded; whereas the Soviet cars were practically empty.

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d. Electrification

[redacted] the following lines [redacted] were electrified:

GDANSK (DANZIG)-Gdynia.

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[redacted]

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WARSAW-SKIERNIEWICE-LODZ.

the route  
WARSAW-SKIERNIEWICE-PIOTRKOW TRYB (bypassing LODZ)-CZESTOCHOWA had been electrified and that the CZESTOCHOWA-KATOWICE route was currently undergoing electrification.

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1. [redacted] Comment:

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Requirements:

[redacted]

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Emphasis should be placed on the following:

(1) Roads (give width, surface and conditions of both roadbed and shoulders and describe any new or planned construction.)

[redacted] the Poles are planning a new circular road from ZERAN around the central districts of Warsaw.

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(2) Railroads (give gauge, number of tracks, extend of electrification and the alignment of new or proposed construction).

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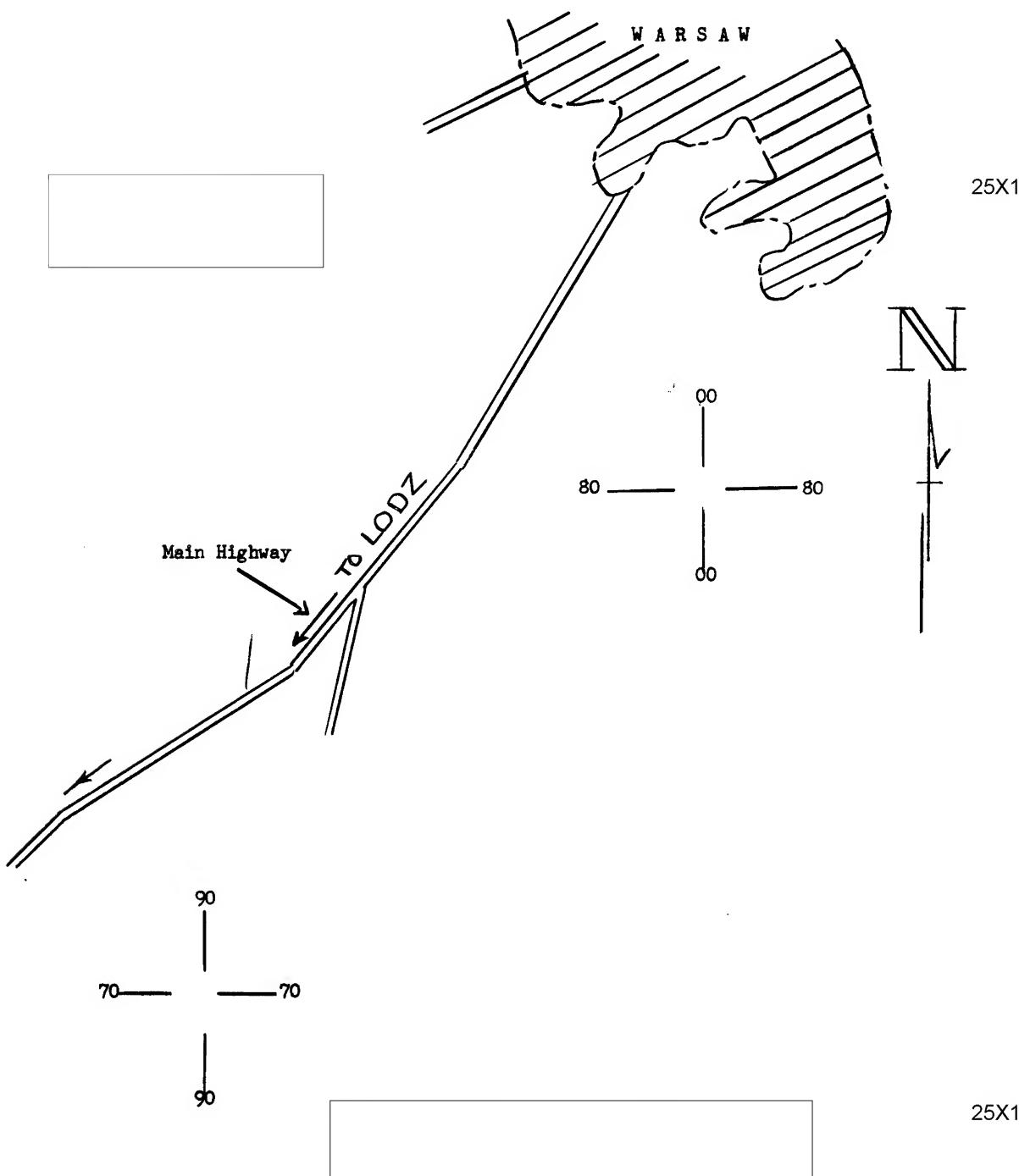
Annex A



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Sketch of Section of the WARSAW-LODZ Highway

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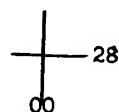
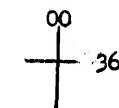
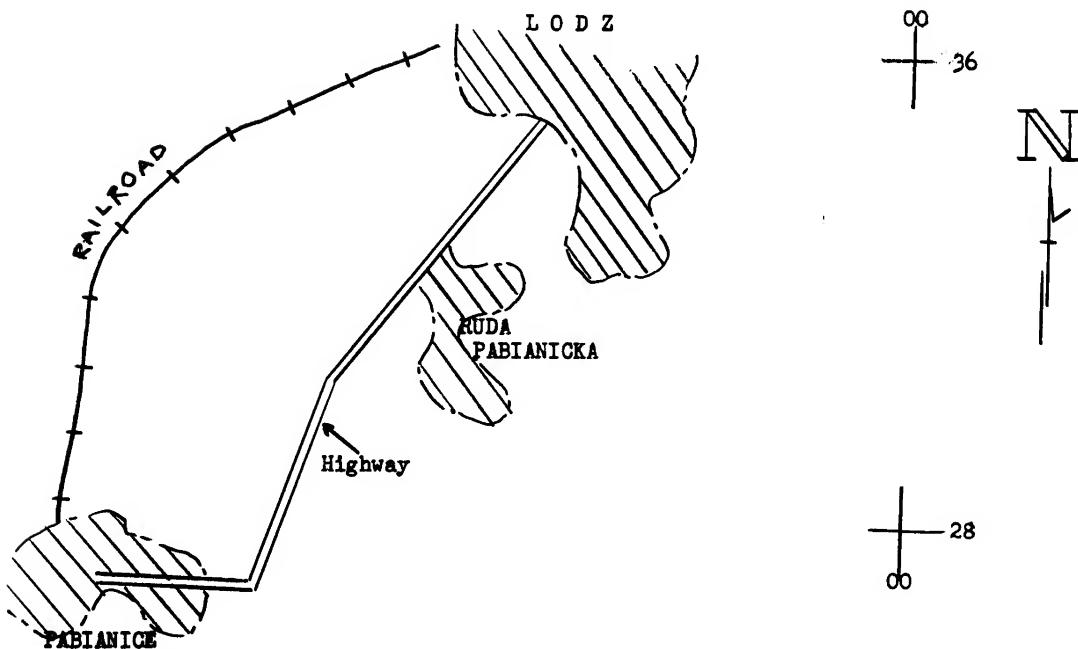
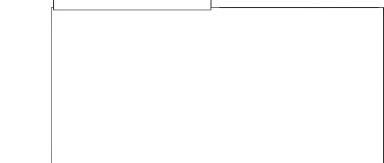


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Annex B

Sketch of LODZ-PABIANICE Section of the LODZ-WROCLAW Highway

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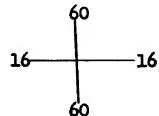
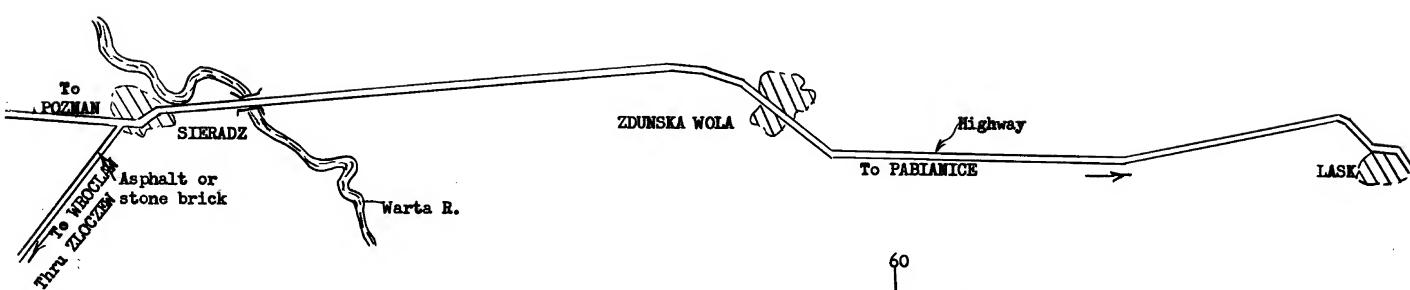


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Annex C

Sketch of Section of LODZ-PABIANICE Highway

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Annex D  
Sketch of JELENIA GORA-BOGA-TYNIA Highway

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ZGORZELEC

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Asphalt and Stone Brick Highway

WEISSE RIVER

SEIDENBERG ZAWIDOW

BLUMBERG (Document Check Point)

This single tracked railroad line runs through both East Germany and Poland. No one is allowed to enter or get off the train while it is in Poland.

MIRSCHFELDE

ROHNAU

GERMANY  
POLAND

REICHENAU BOGATYNIA

POLAND  
CZECHOSLOVAKIA

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